

FIG. 1D

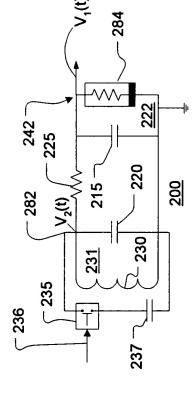
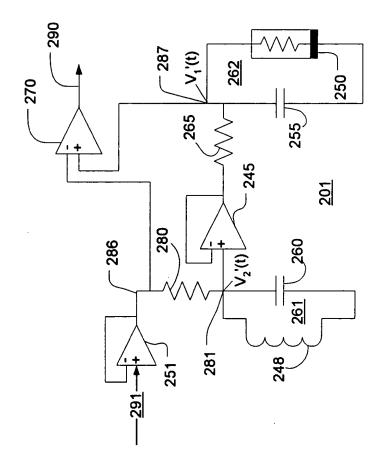
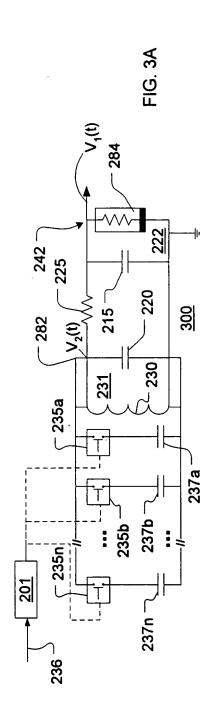


FIG. 2A

FIG. 2B (PRIOR ART)





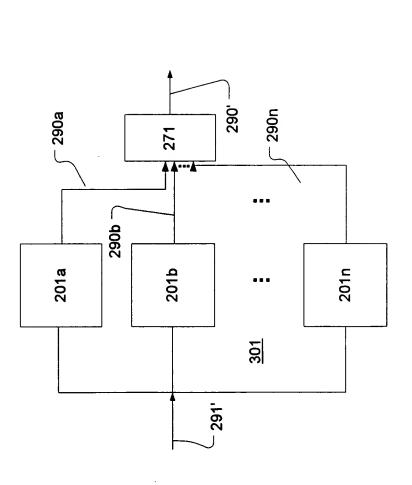
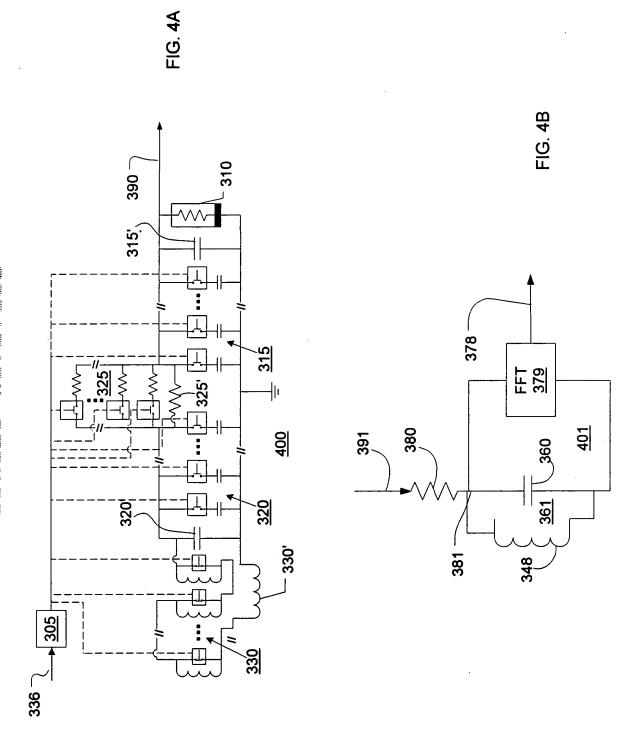


FIG. 3B



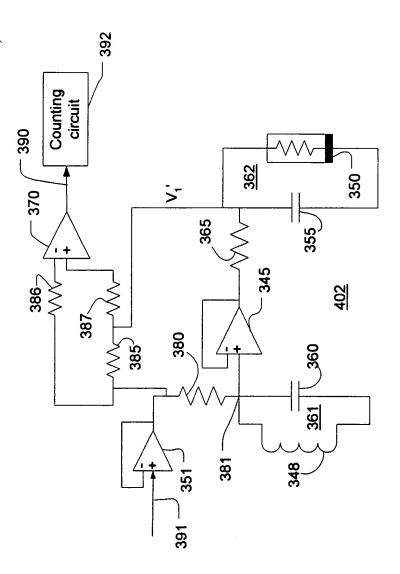


FIG. 40

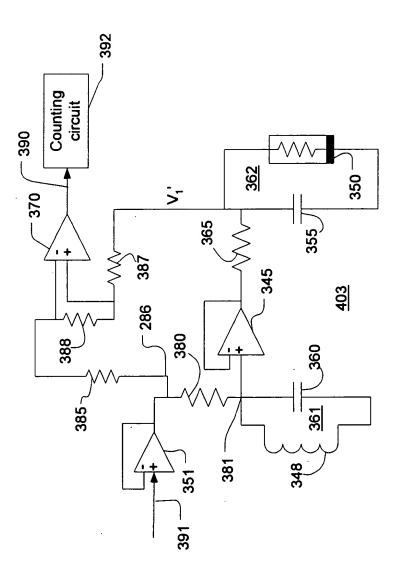


FIG. 41

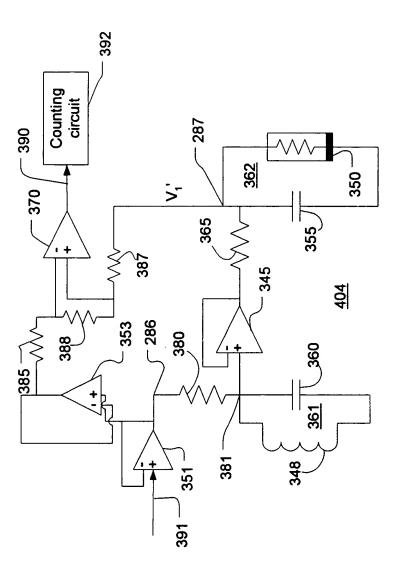


FIG. 4E

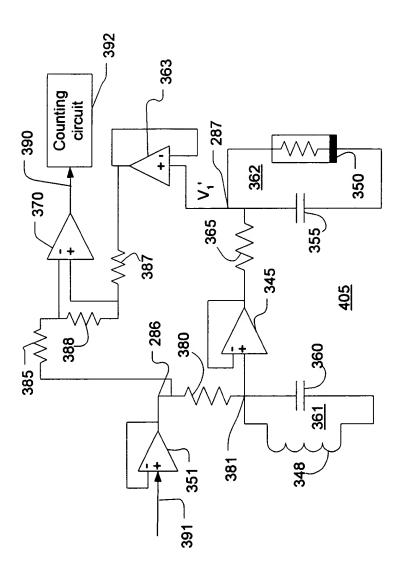


FIG. 4F

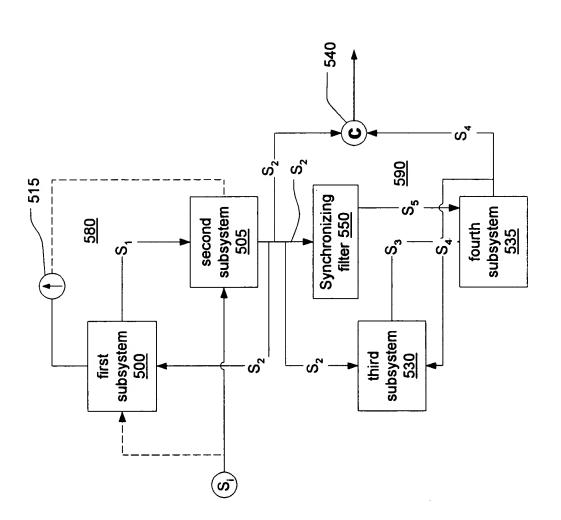


FIG. 5

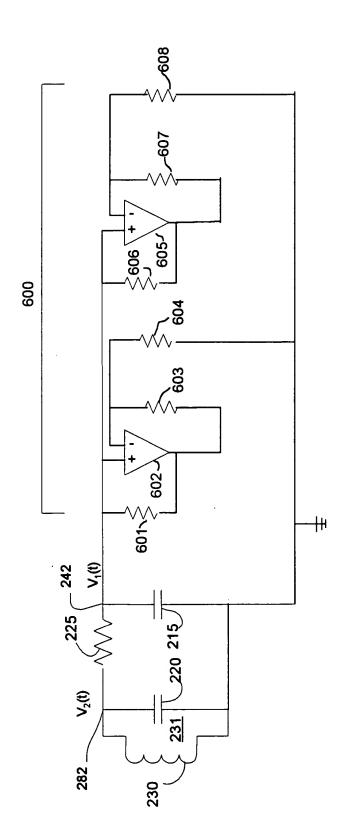


FIG. 6A (PRIOR ART)

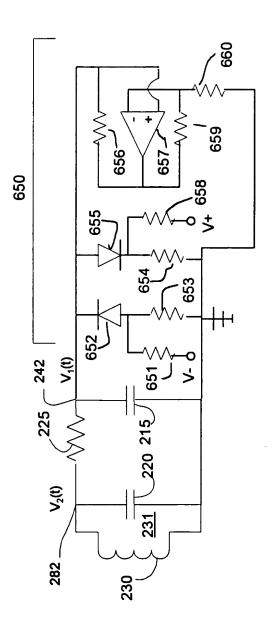


FIG. 6B (PRIOR ART)

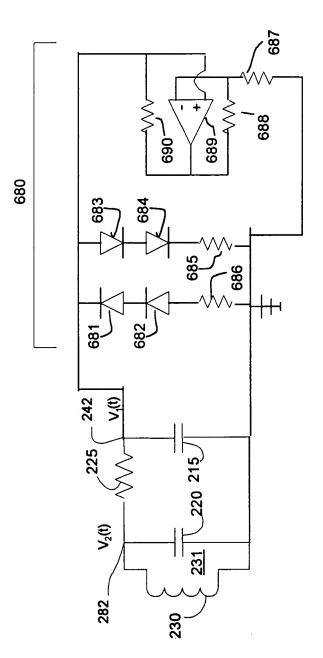


FIG. 6C

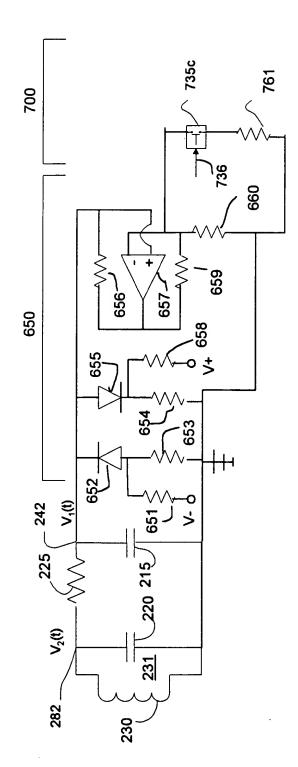


FIG. 7A

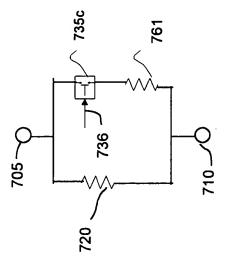


FIG. 7B

Fig 6b Caltech R2'	R2'	R2	R1	R2' / R2	R2' / R2 R2'/R2/R1
element	653	654)	660 653/654	653/654/660
පී			X		x
Gb upper scroll		X	X	X	x
Gb lower scroll	X		×	X	×

Ga = -1/R1 Gb = (R1-R2)/(R1*R2)

Fig 6a Kennedy	R4	RS	R6	RI	R2	B	R1/R3	R1/R2/R3 R5/R6	R5/R6	R1/R2/R3/ R4
element	109	603	604	909	209	809	809/909		603/604	109/809//09/909
Ga	x	×	X	x .	×	×	x	×	×	×
Gb upper	×	٠		X	×	×	×	×		×
Gb lower	×			X	X	×	X	×		×

 $G_{a} = -(R2/(R1*R3)-(R5/(R4*R6)))$ Gb = -(R2/(R1*R3) + (1/R4))

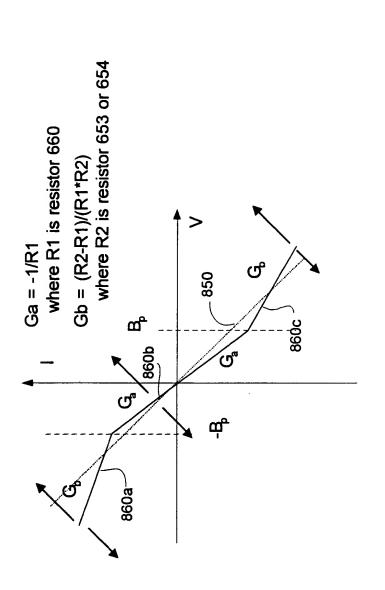


FIG. 8

Gb slope

limits

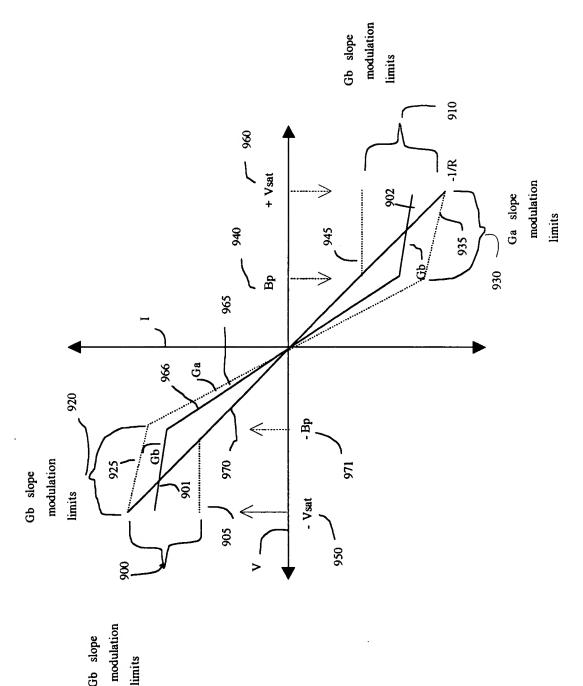


FIG. 9A

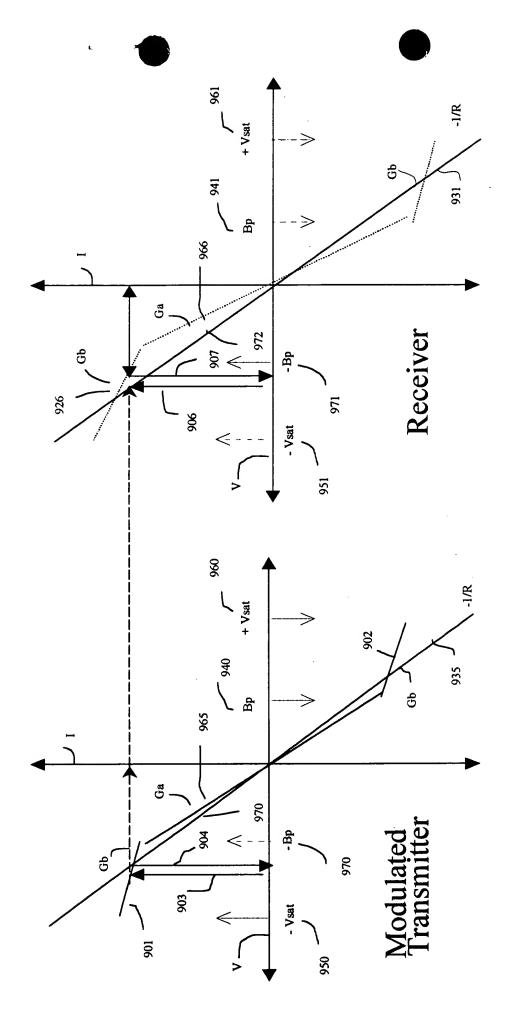


FIG. 9B

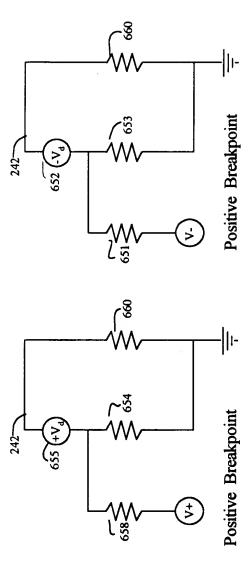


FIG. 9C

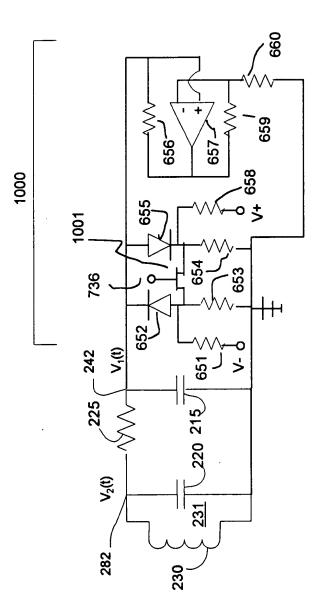


FIG. 10

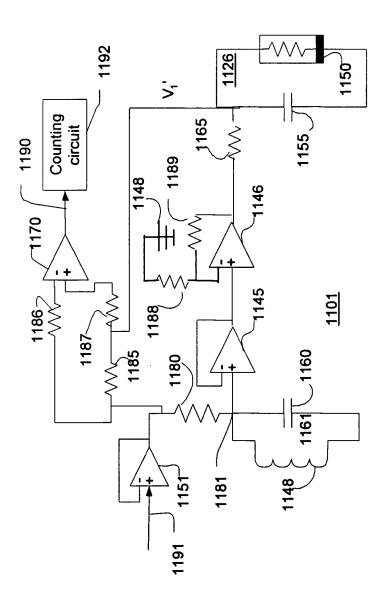


FIG. 11

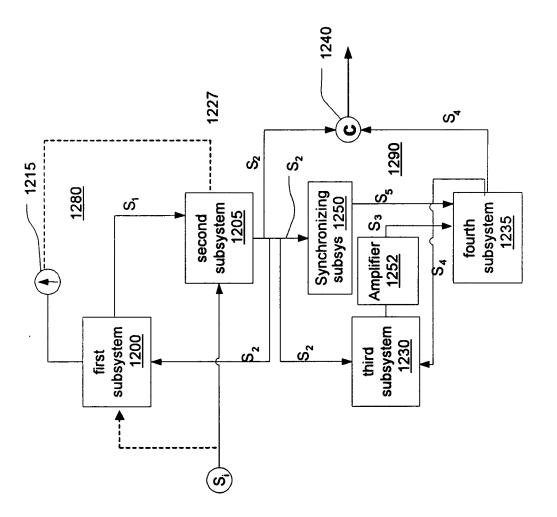


FIG. 12

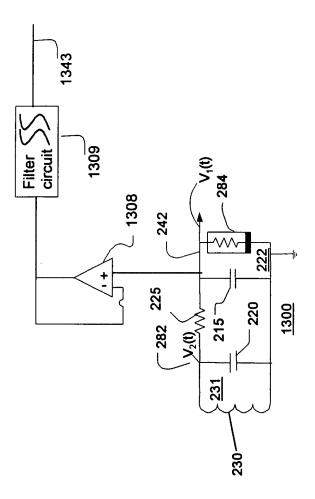
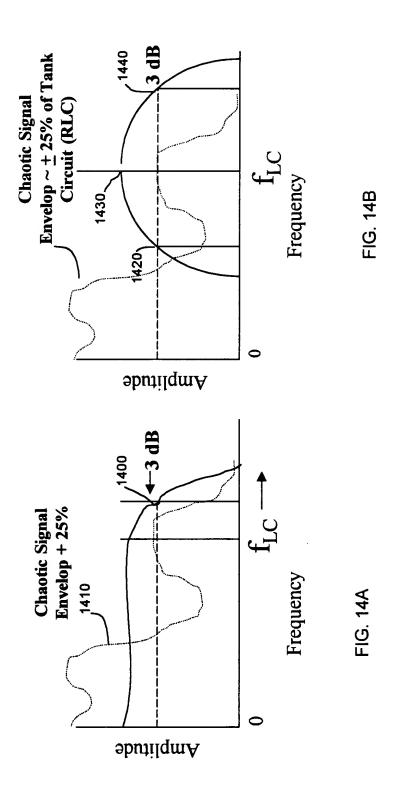


FIG. 13



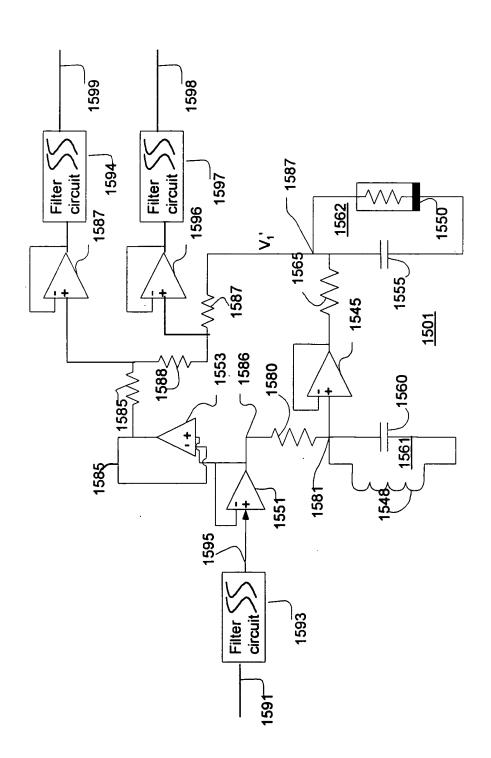


FIG. 15

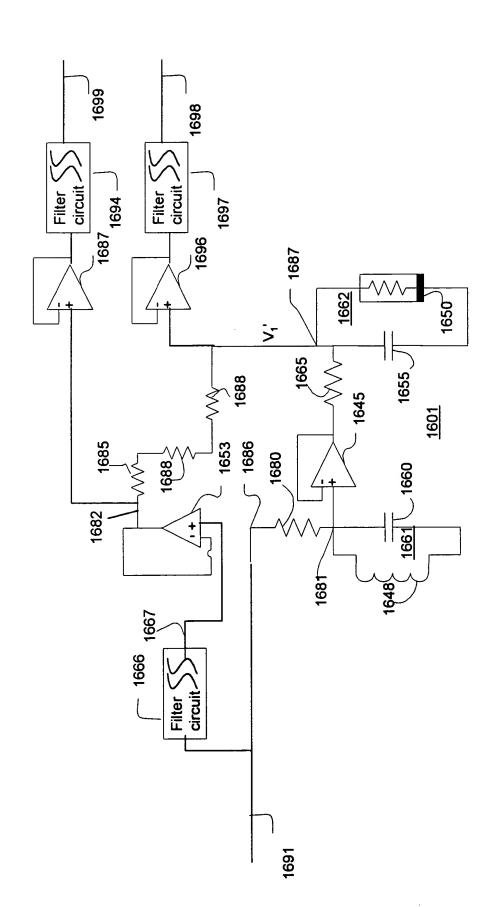


FIG. 16

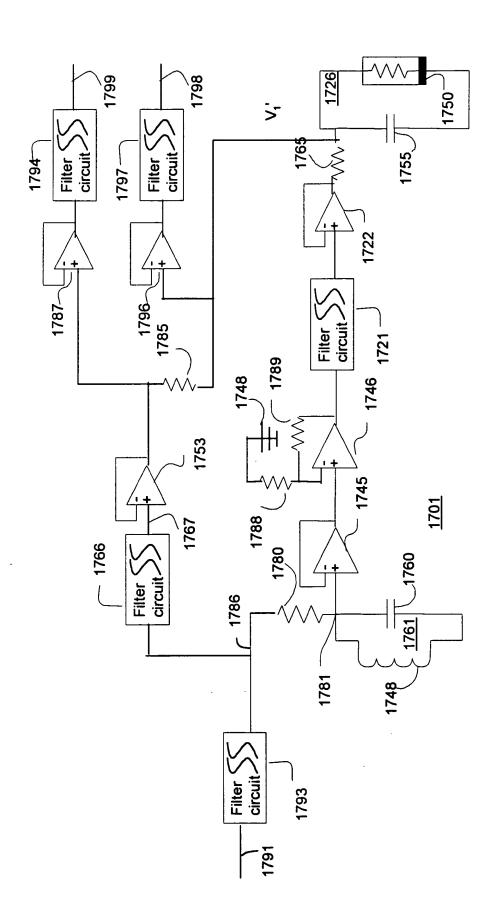


FIG. 17

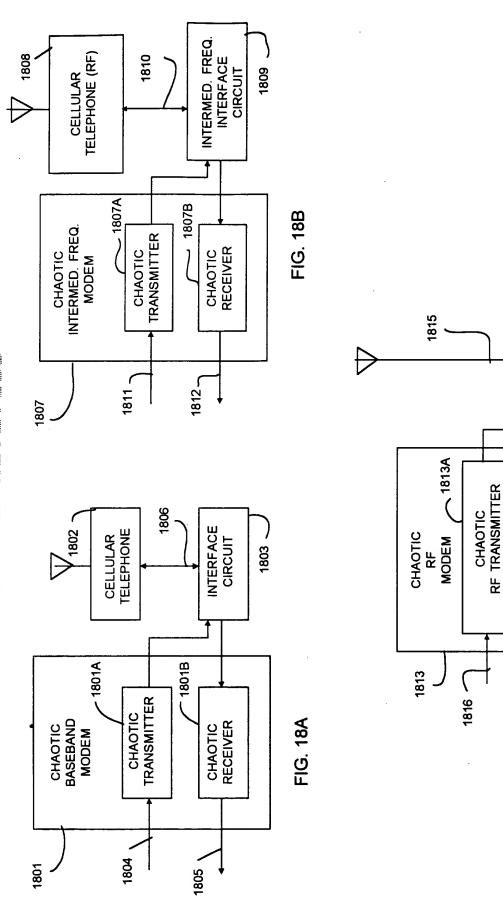


FIG. 18C

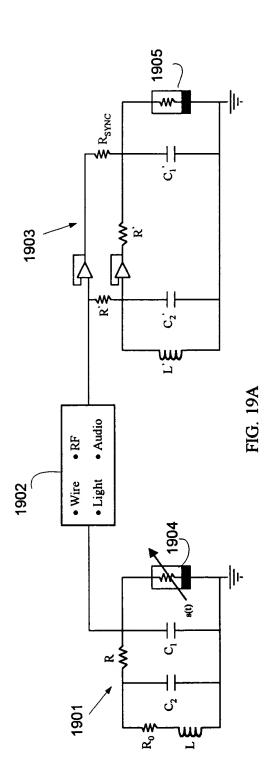
RF INTERFACE CIRCUIT

CHAOTIC RF RECEIVER

1817

1813B

1814



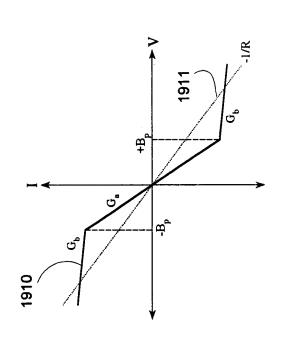
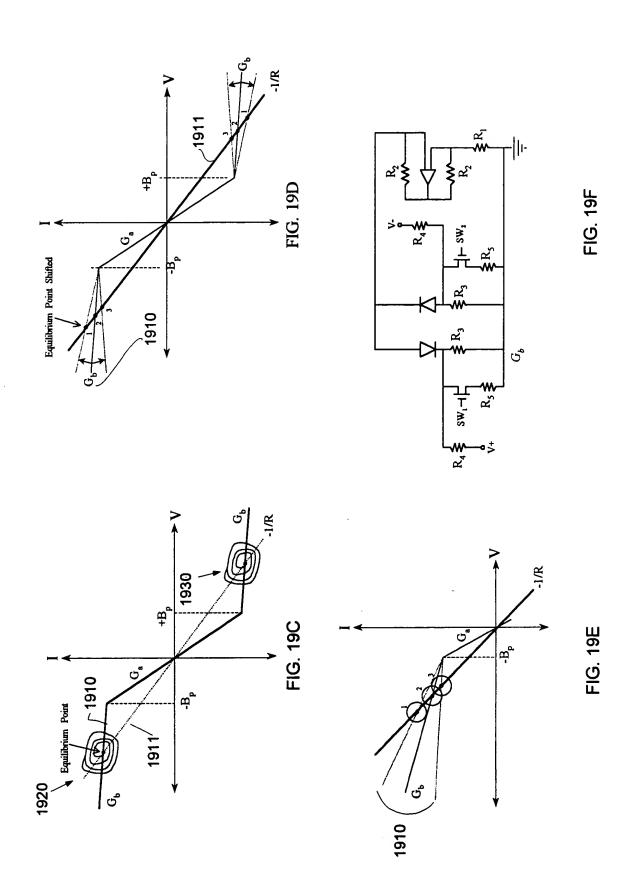
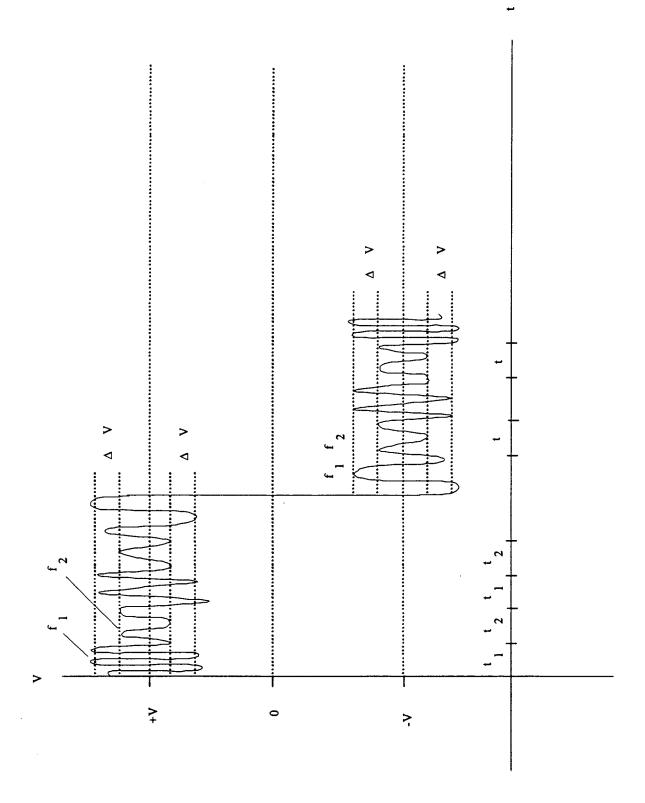
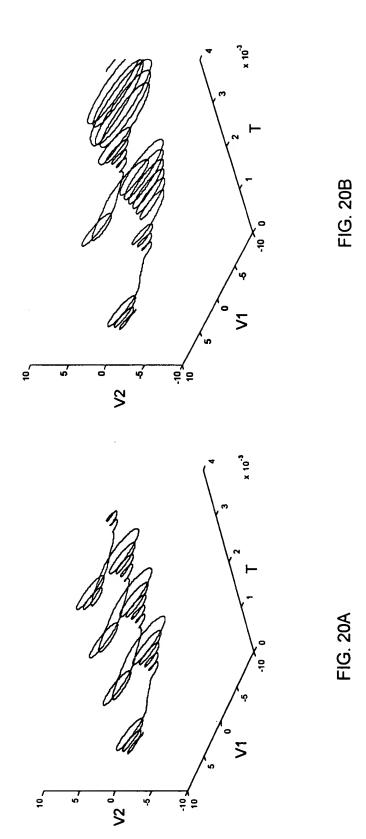


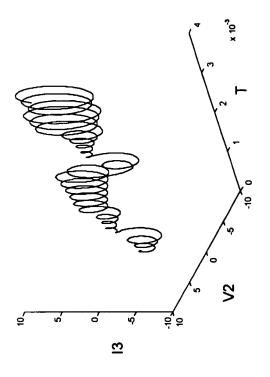
FIG. 19B





<u>:1G. 19G</u>





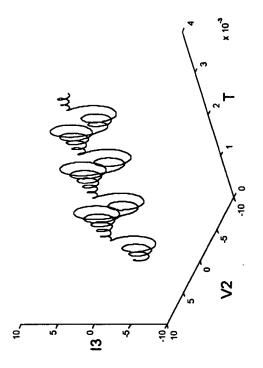
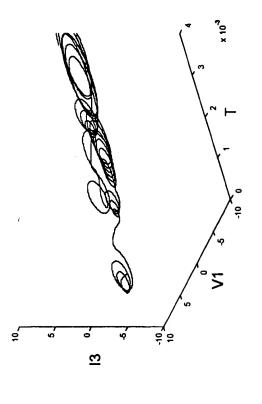


FIG. 20D



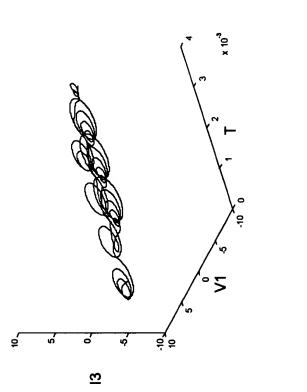


FIG. 20E

FIG. 20F

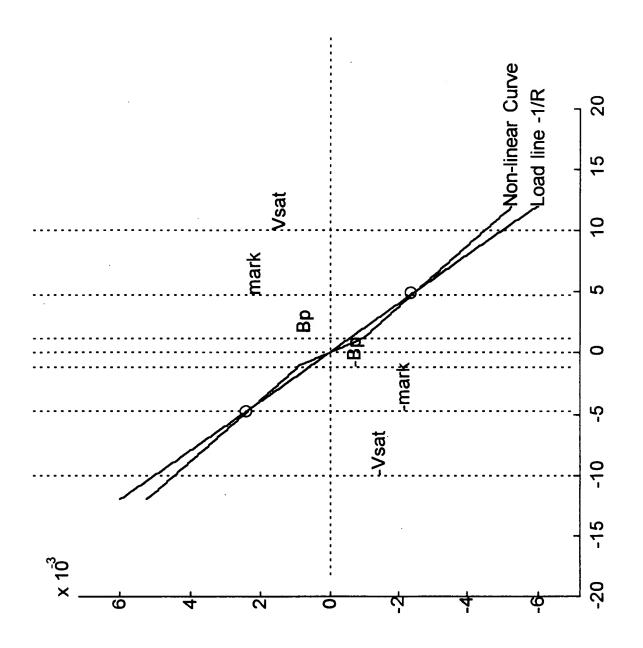


FIG. 21A

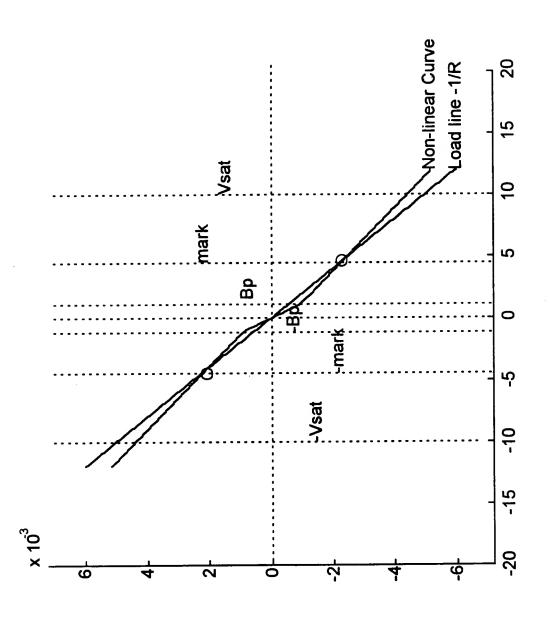


FIG. 21B

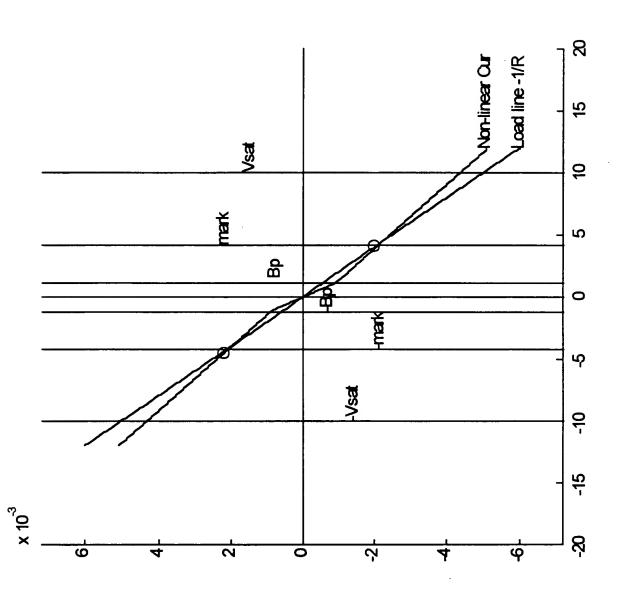


FIG. 21C

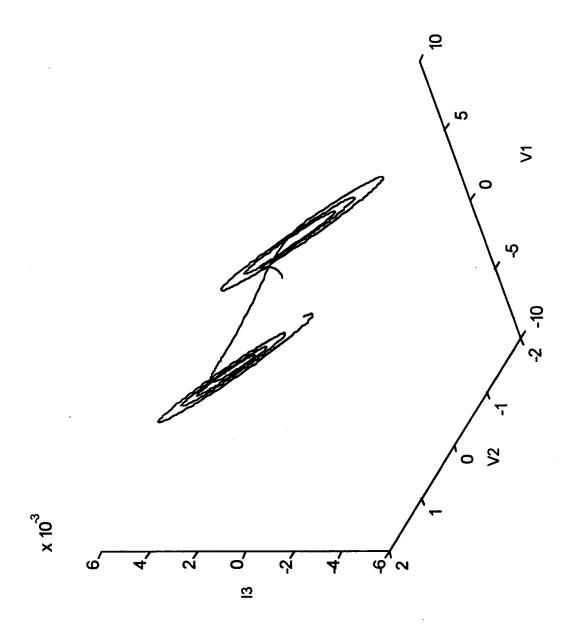


FIG. 21D

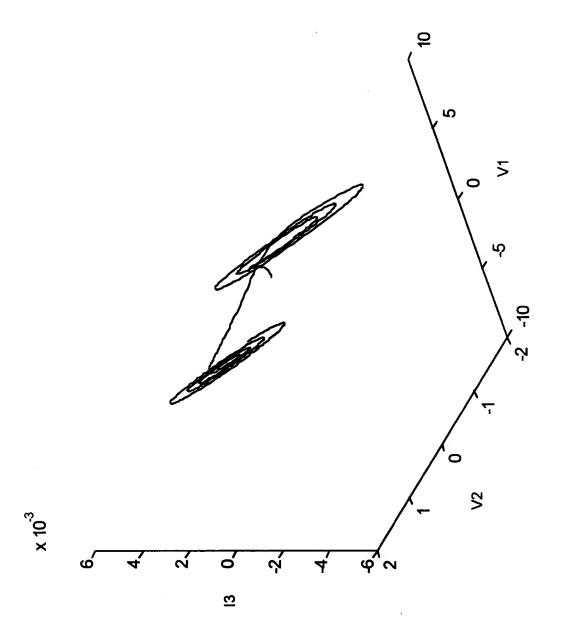


FIG. 21E

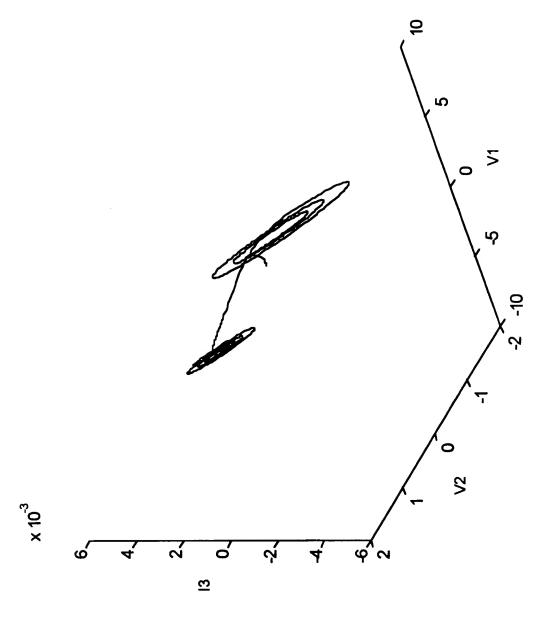
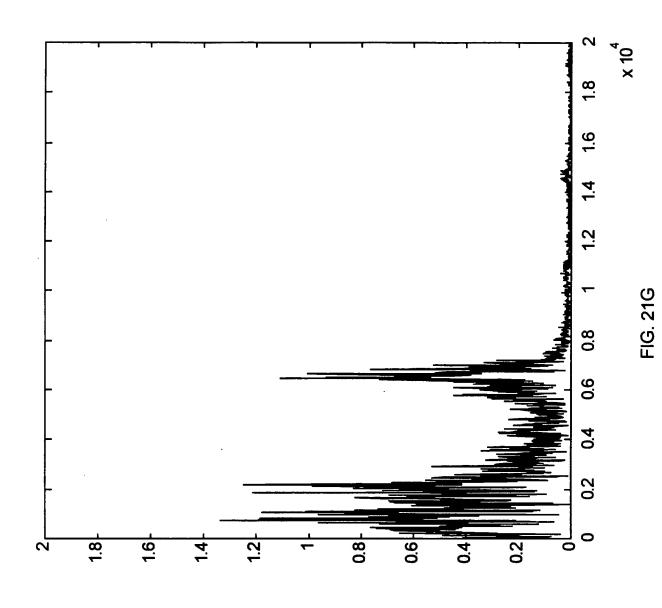
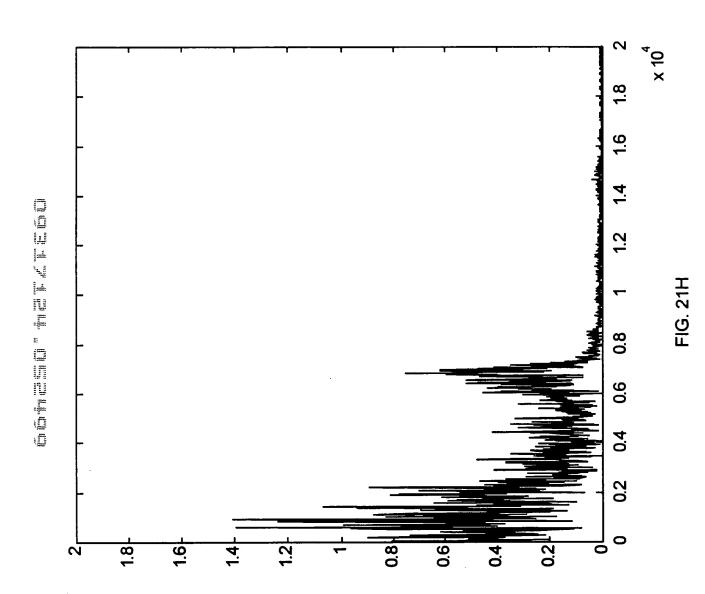
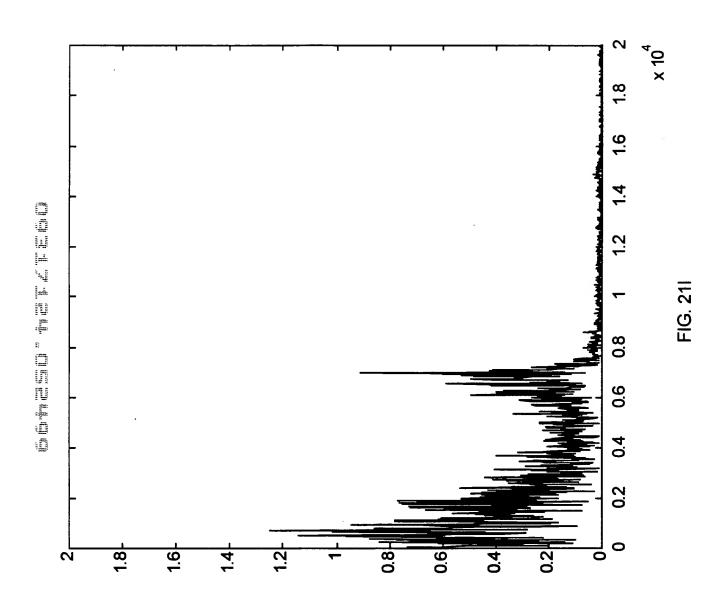


FIG. 21F







Modulation

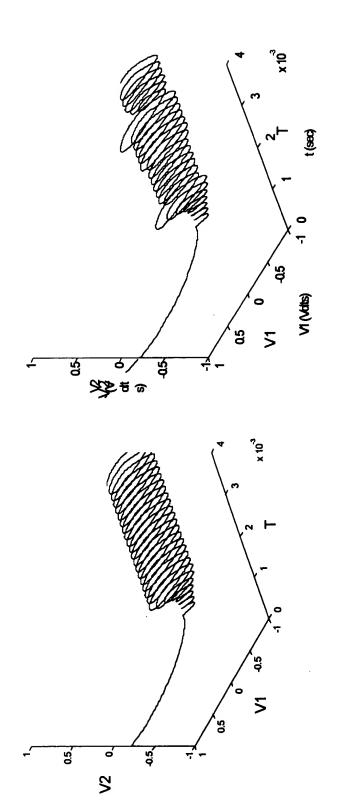
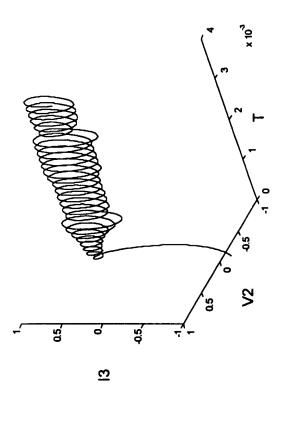


FIG. 22B

FIG. 22A



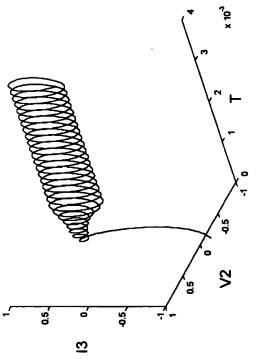


FIG. 22D

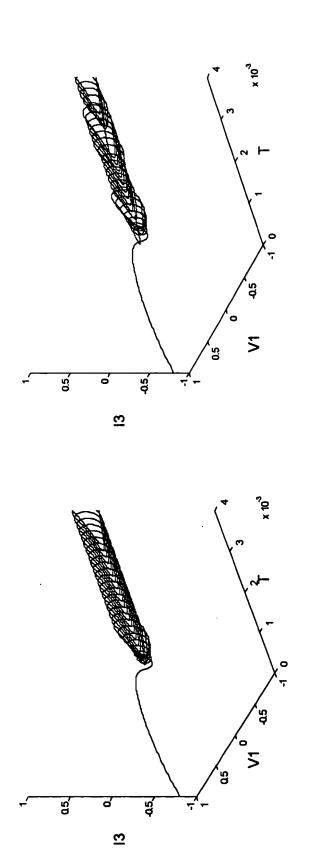


FIG. 22F

FIG. 22E

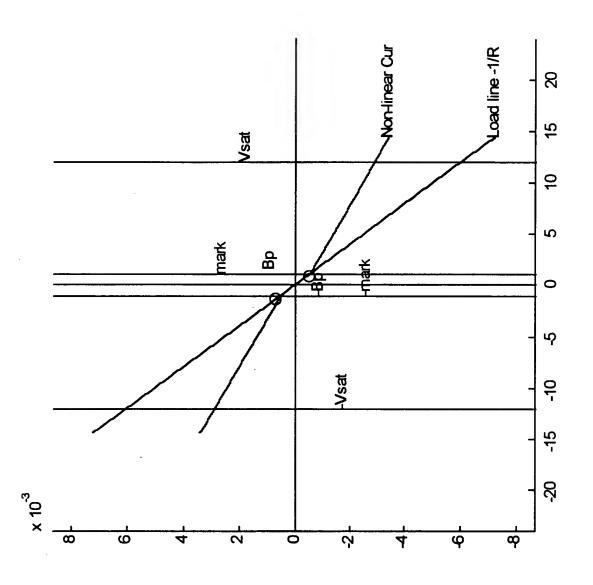


FIG. 23A

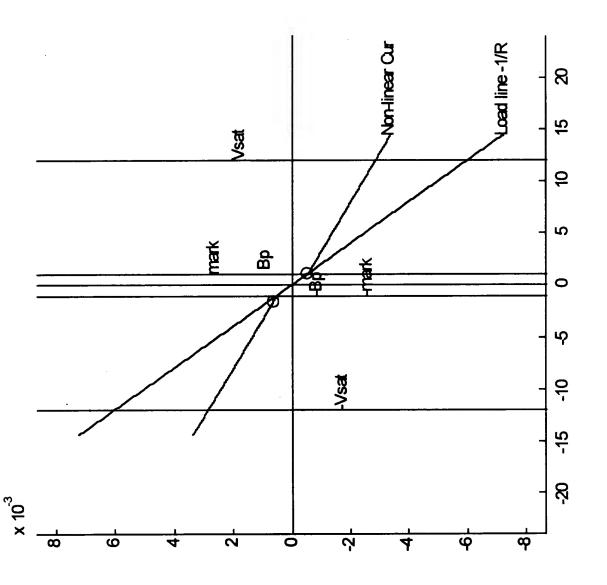
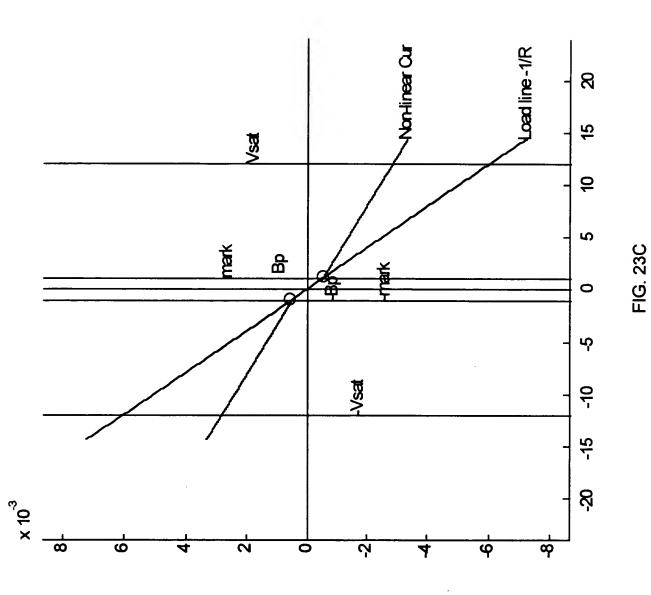


FIG. 23B



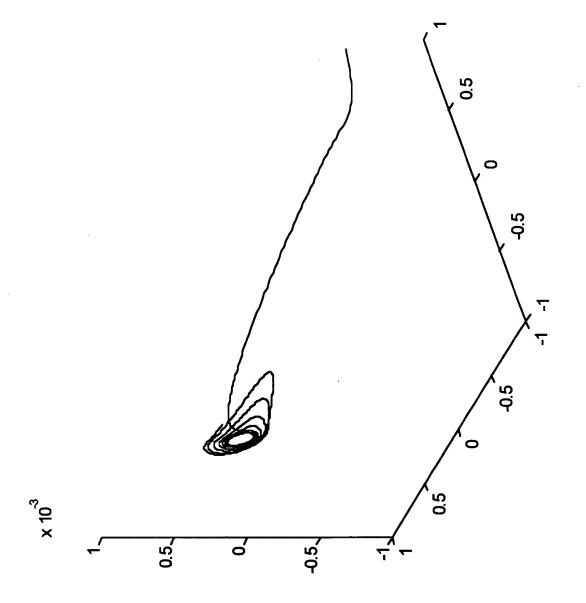


FIG. 23D

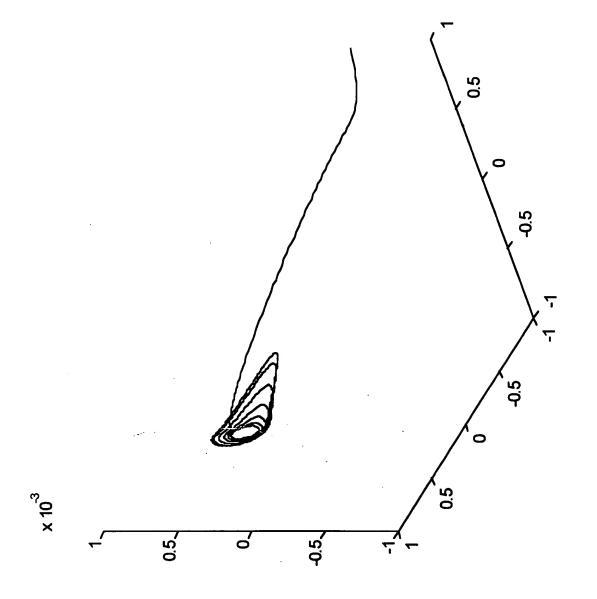


FIG. 23E

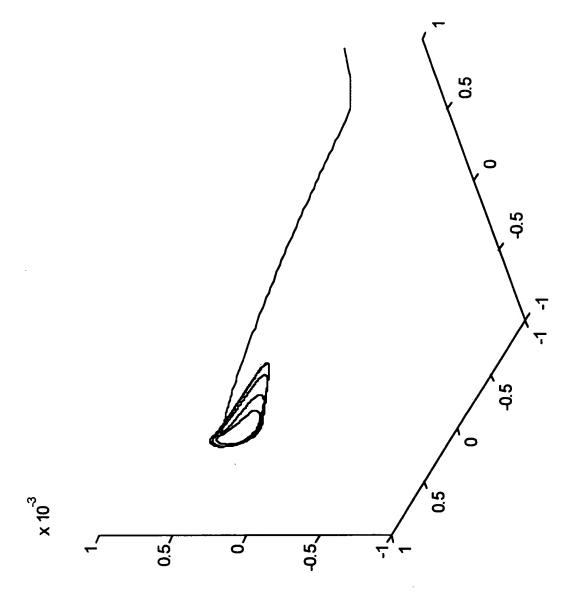


FIG. 23F

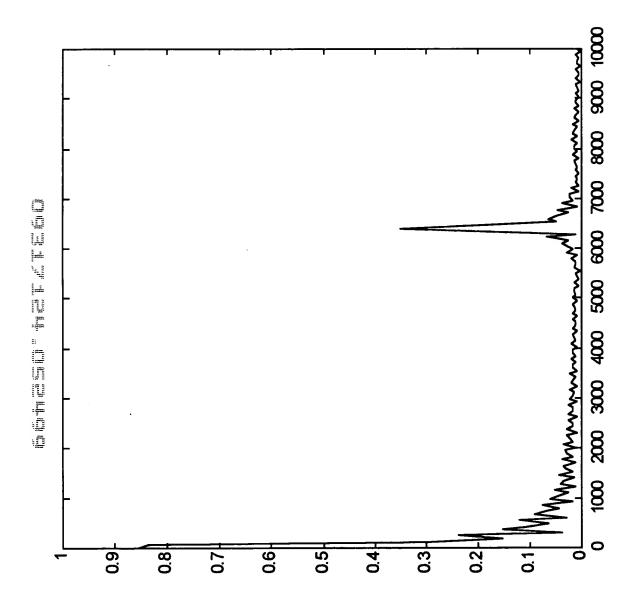


FIG. 23G

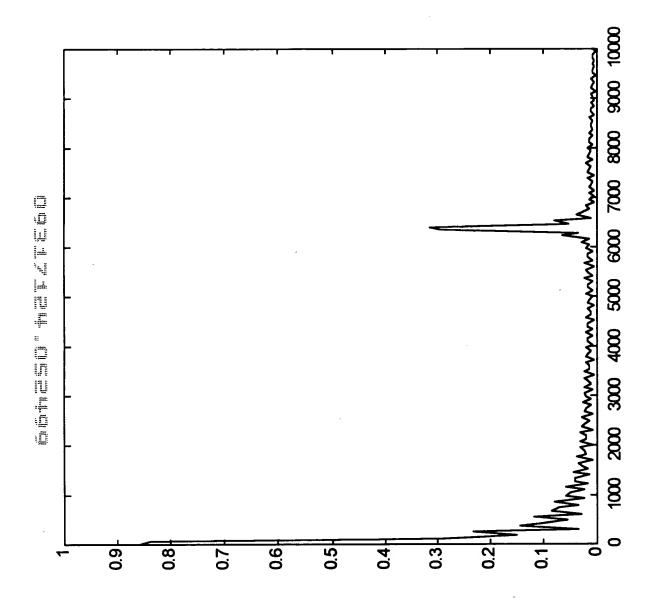


FIG. 23H

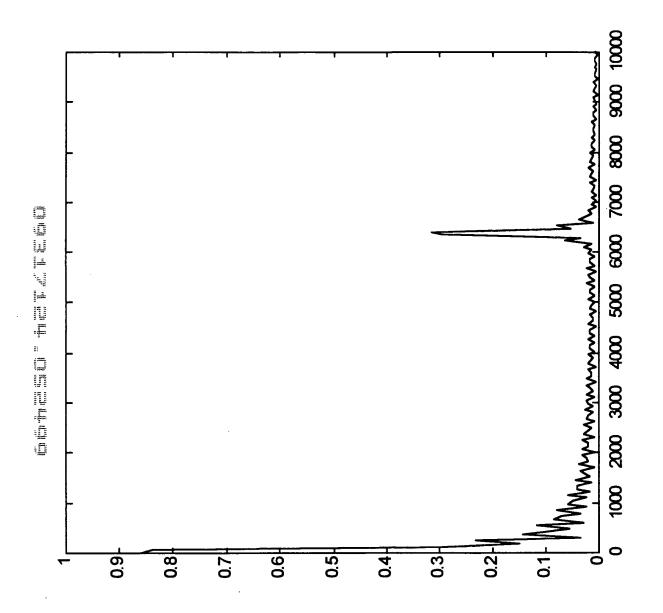


FIG. 231

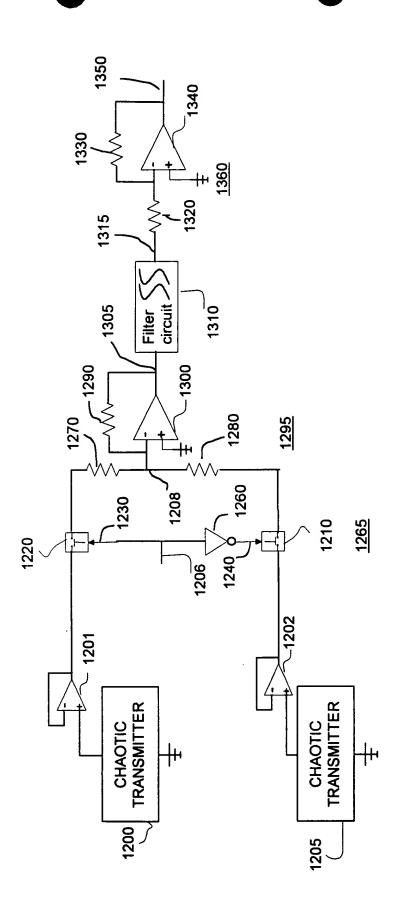
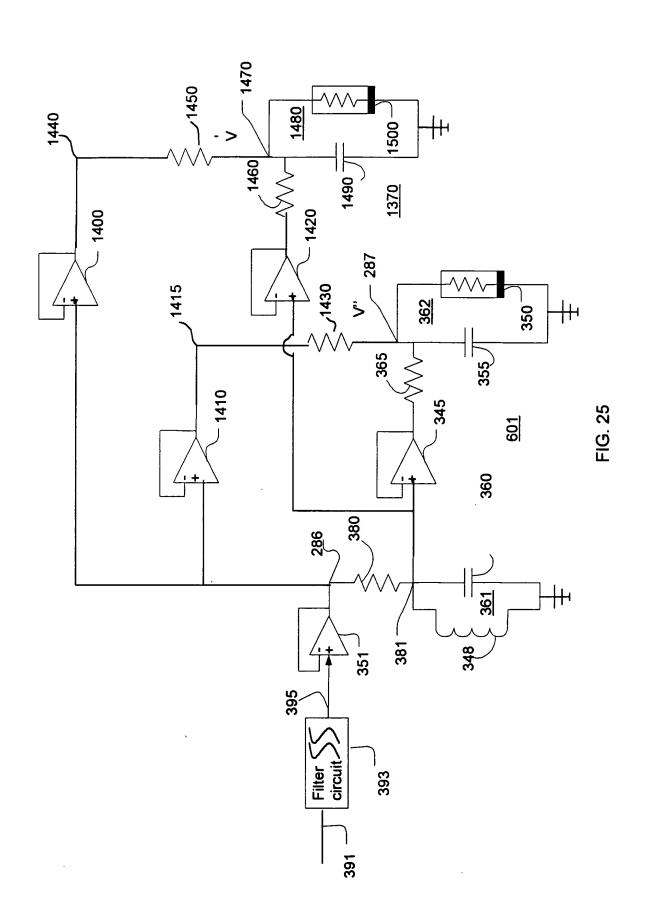


FIG. 24



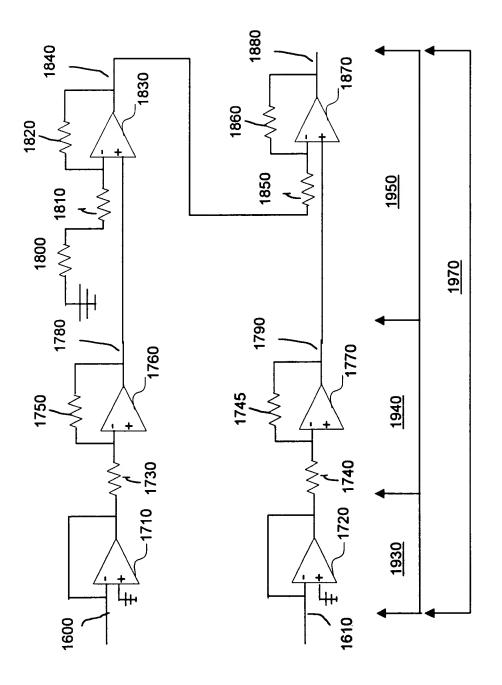


FIG. 26

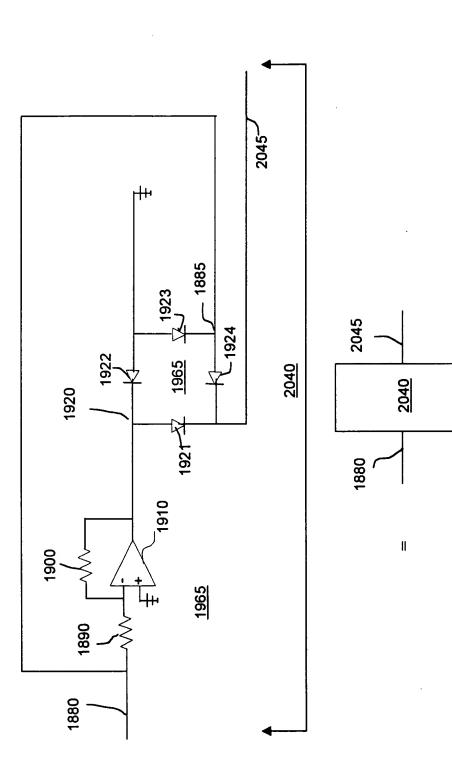


FIG. 27

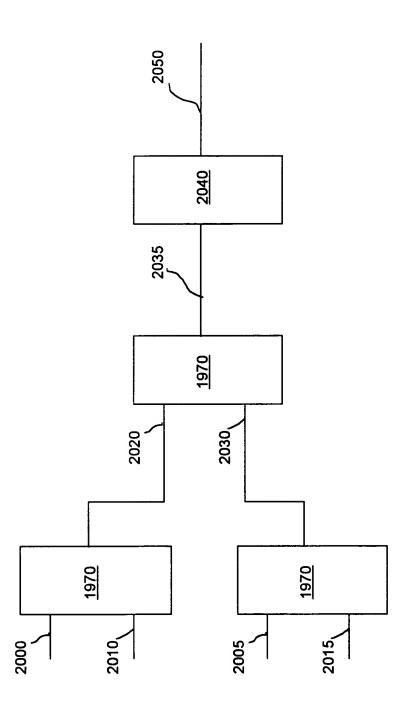


FIG. 28

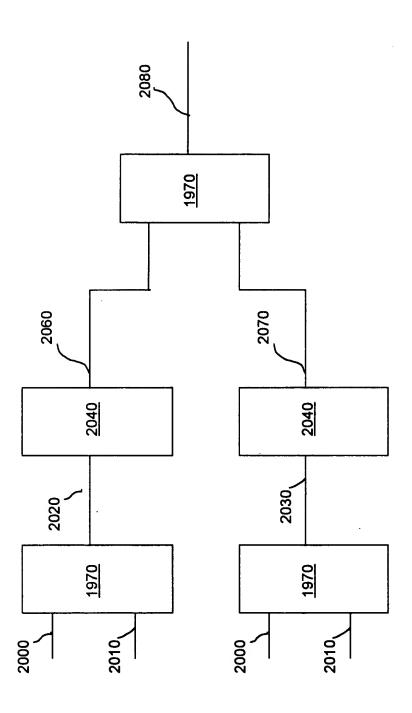


FIG. 29

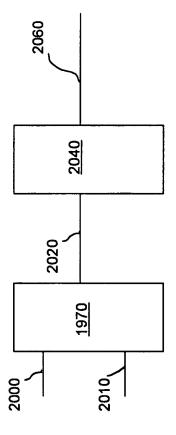


FIG. 30

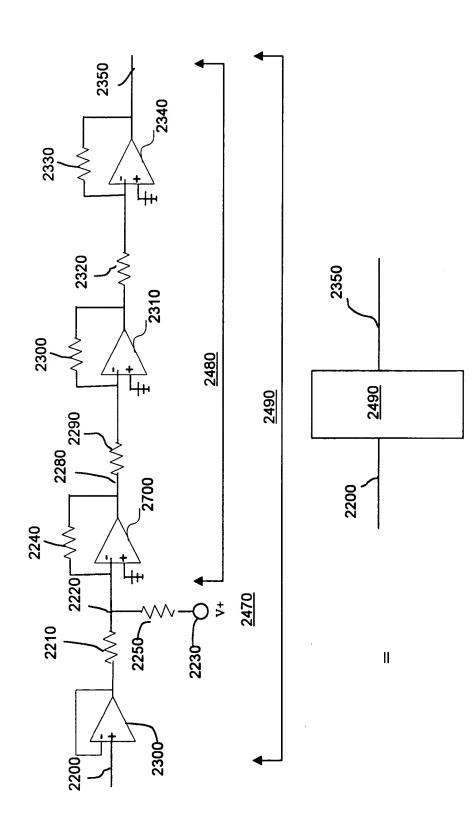


FIG. 31

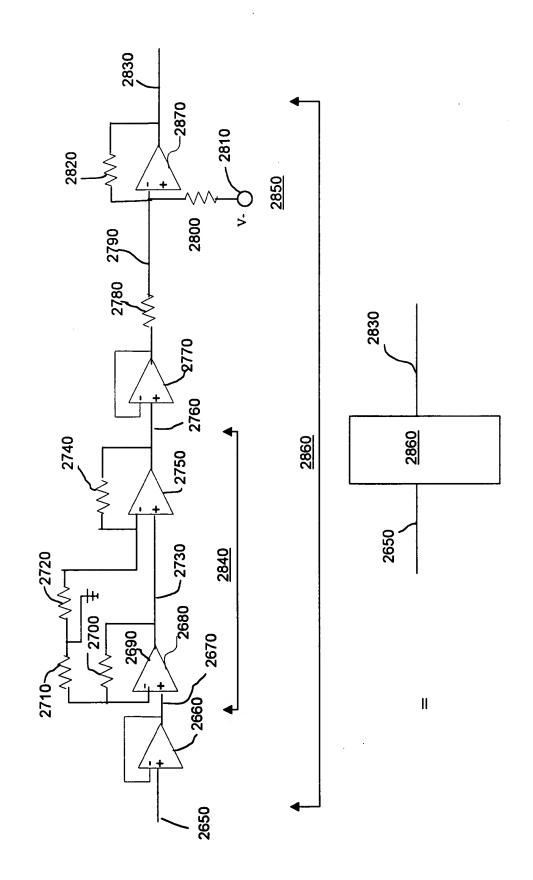


FIG. 32

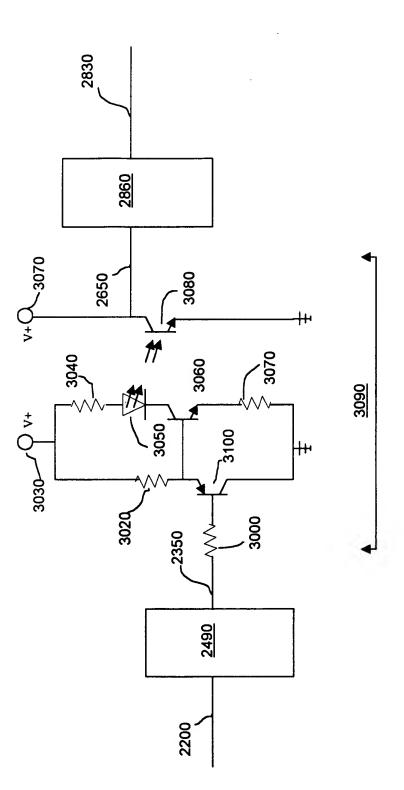


FIG. 33

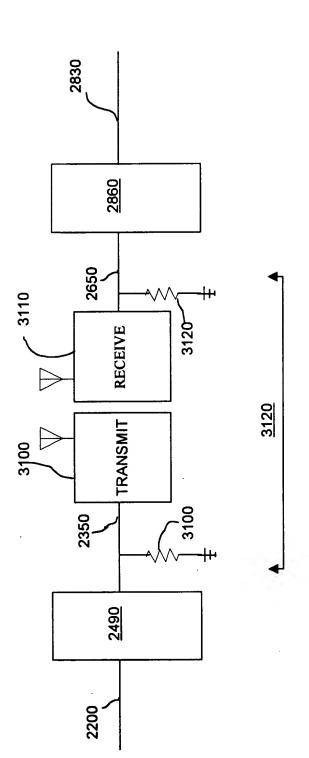


FIG. 34

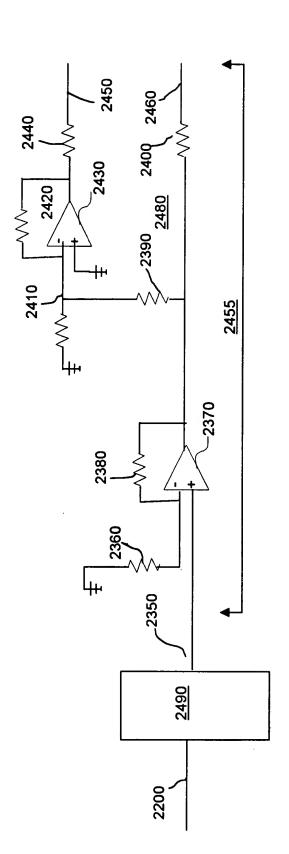


FIG. 35

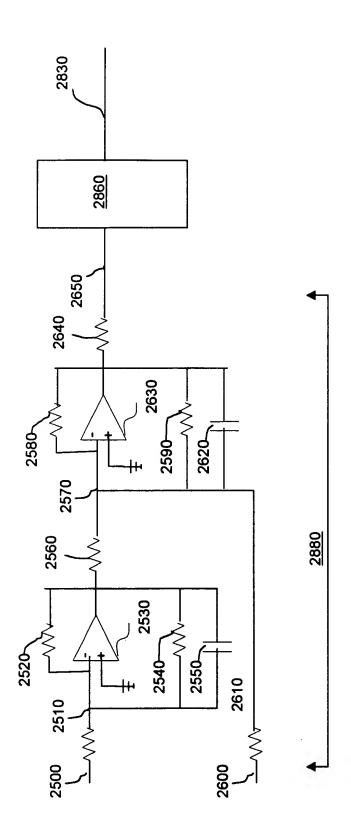
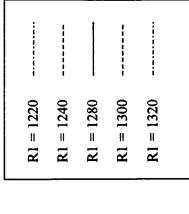


FIG. 36



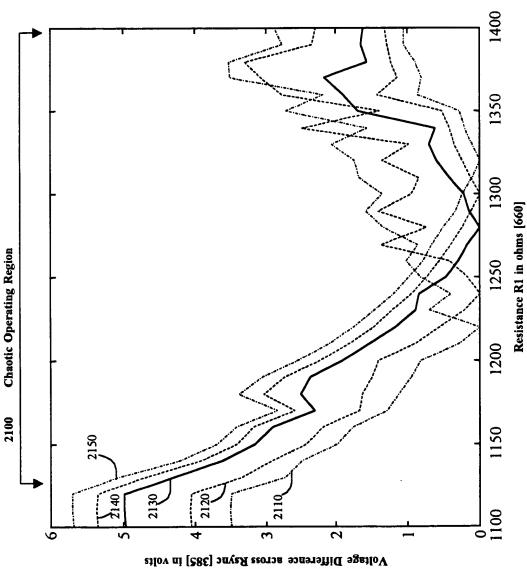


FIG. 37A

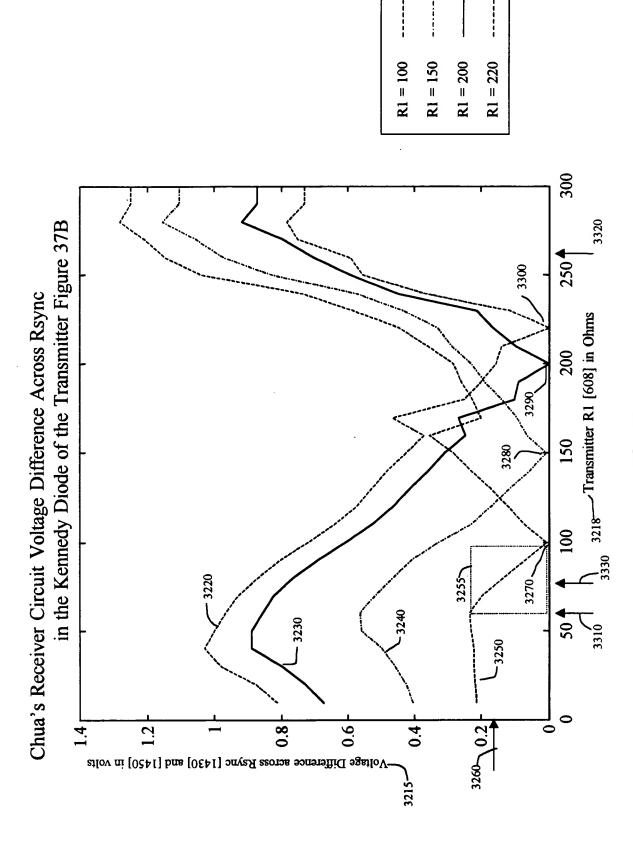
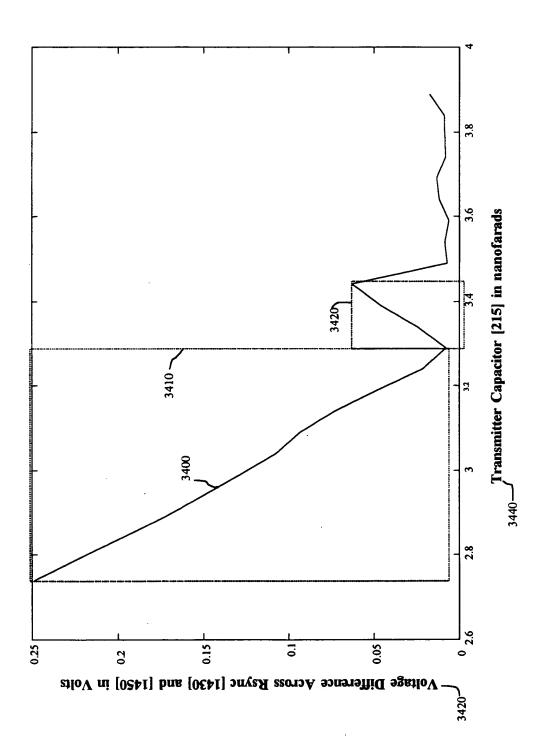


FIG. 37B



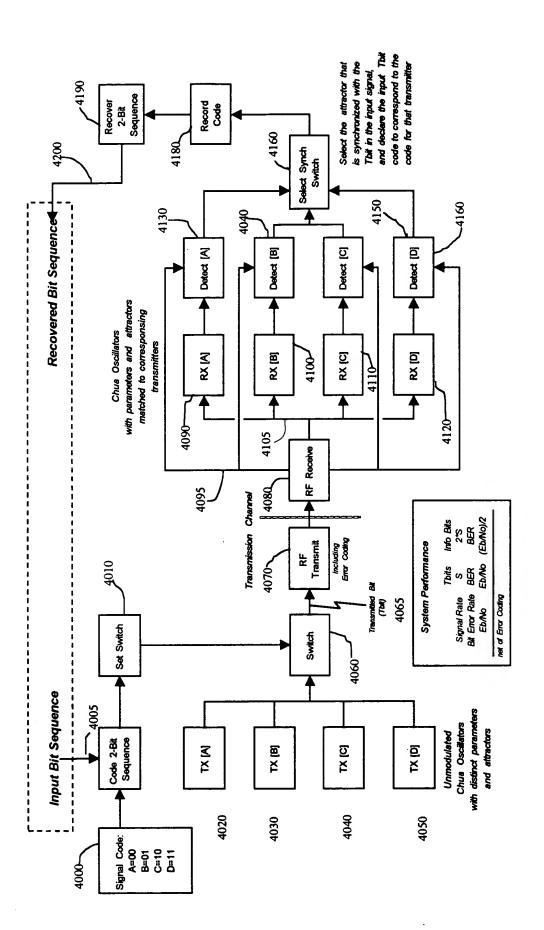


FIG. 38

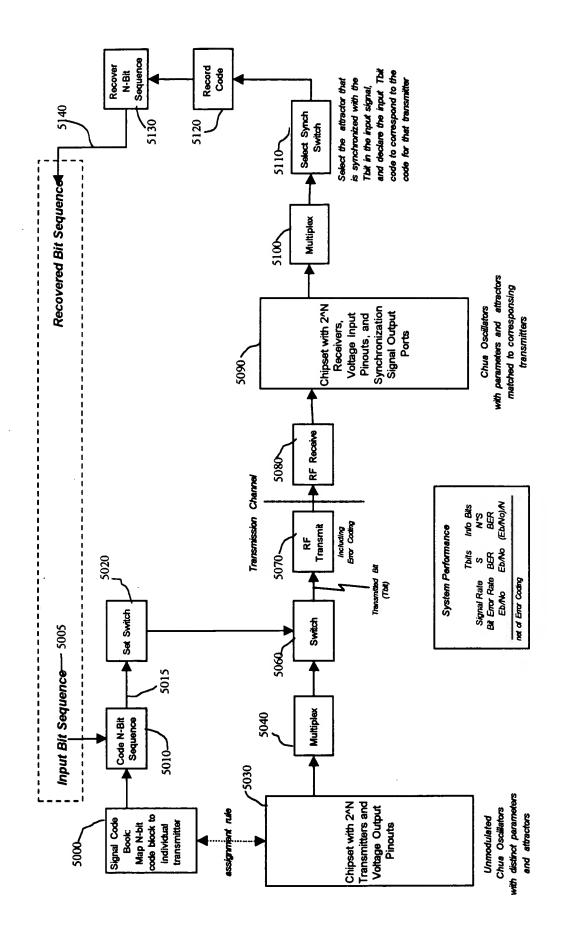


FIG. 39

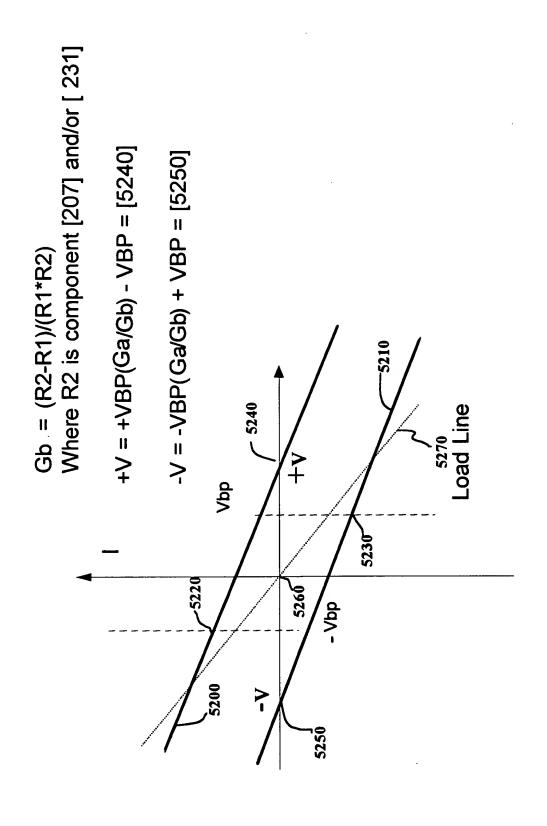


FIG. 40

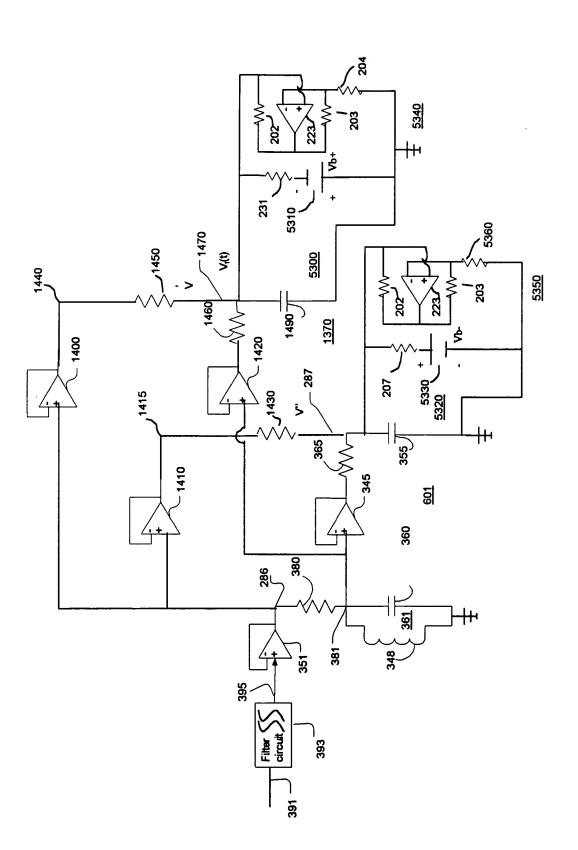


FIG. 41

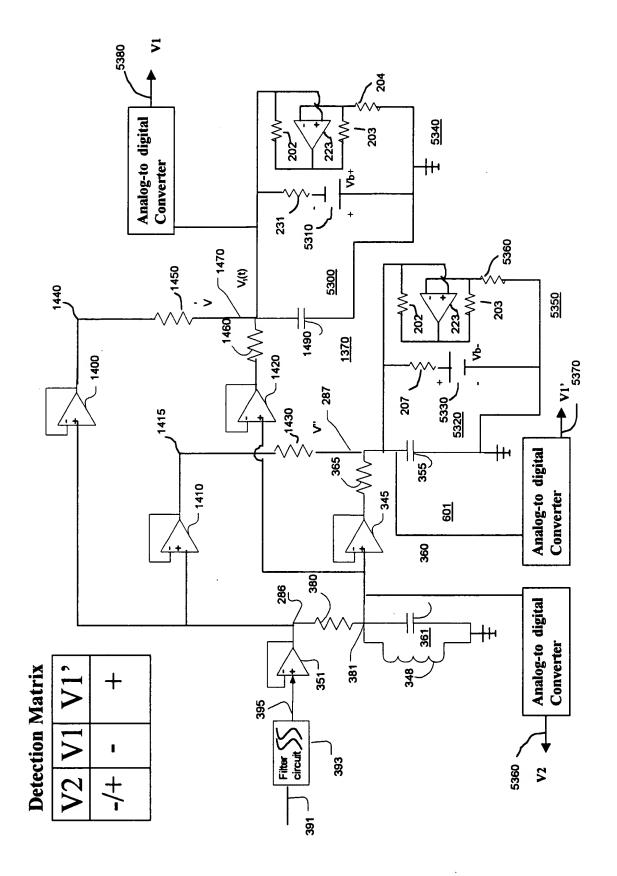


FIG. 42

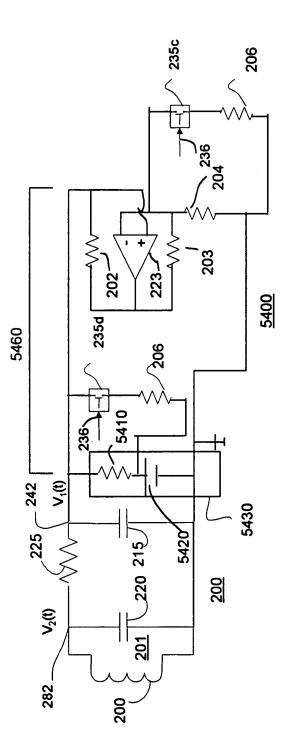


FIG. 4

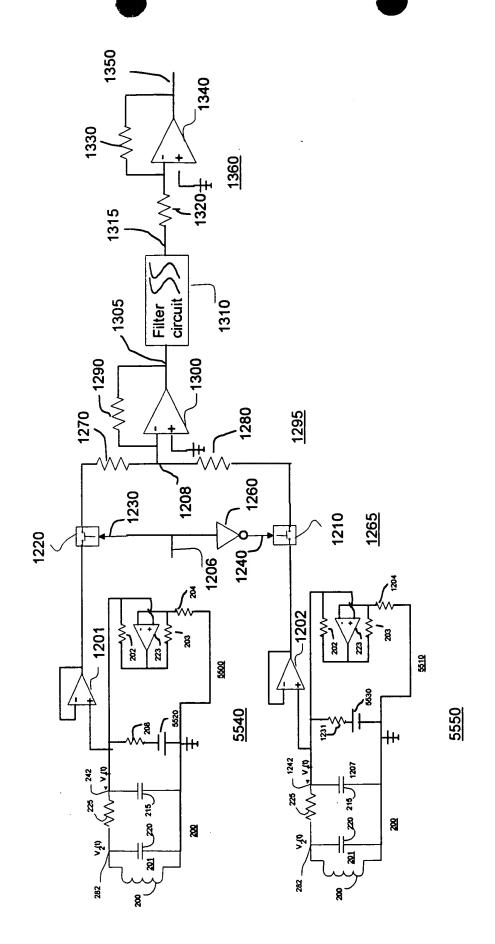


FIG. 44

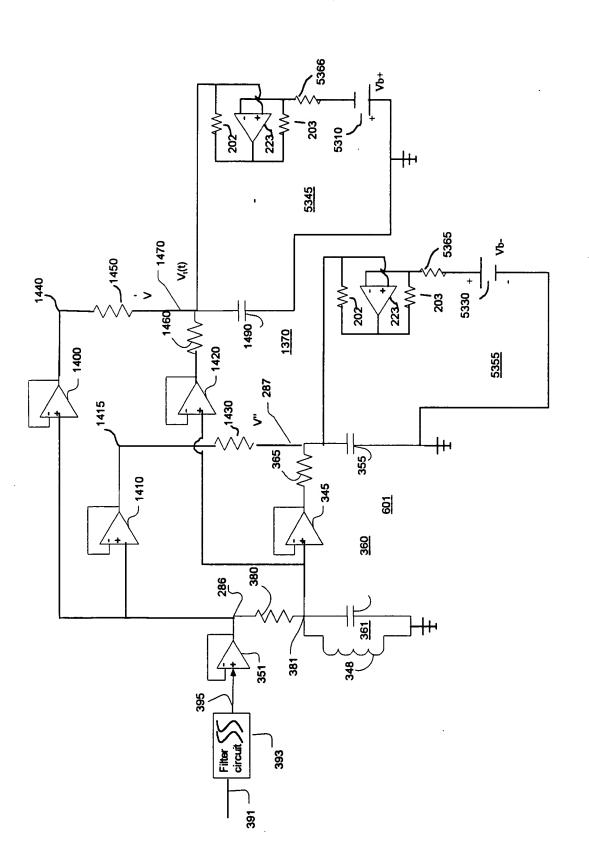


FIG. 45/

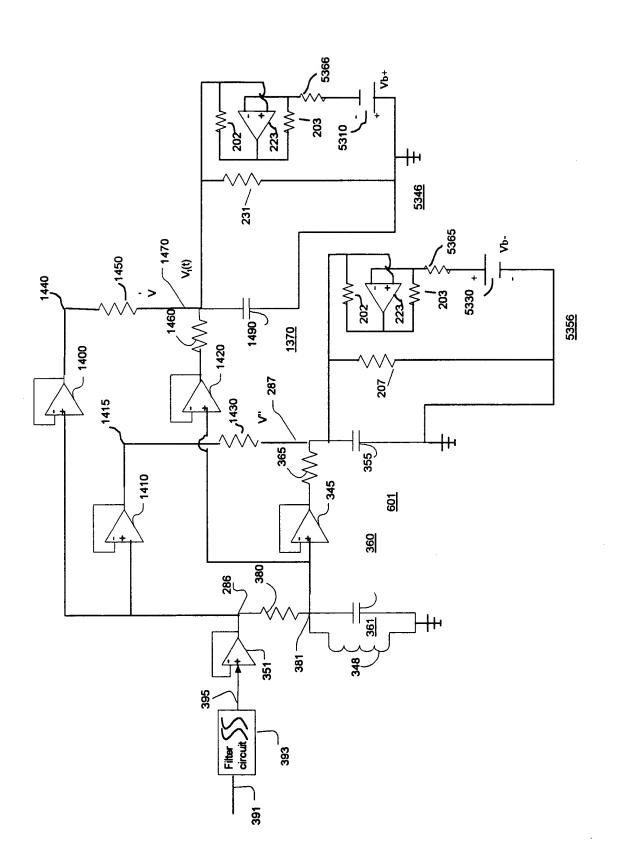


FIG. 45B

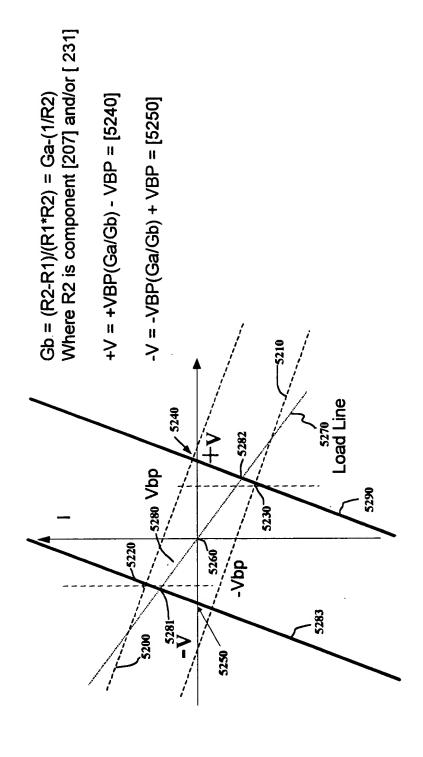


FIG. 46

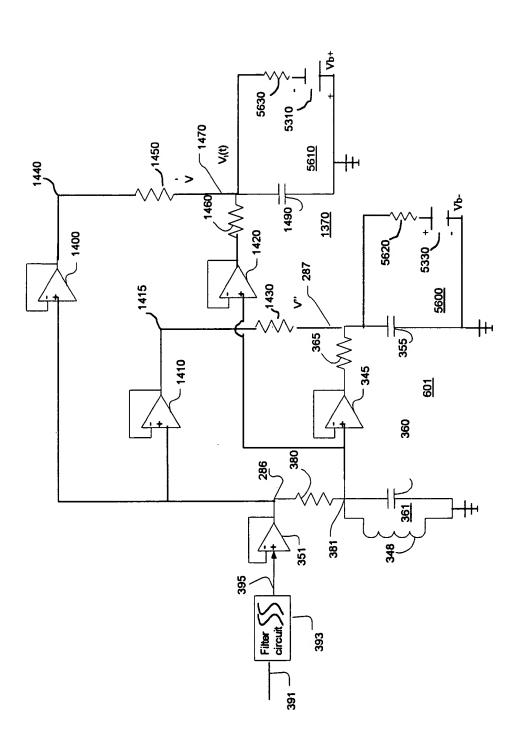


FIG. 4

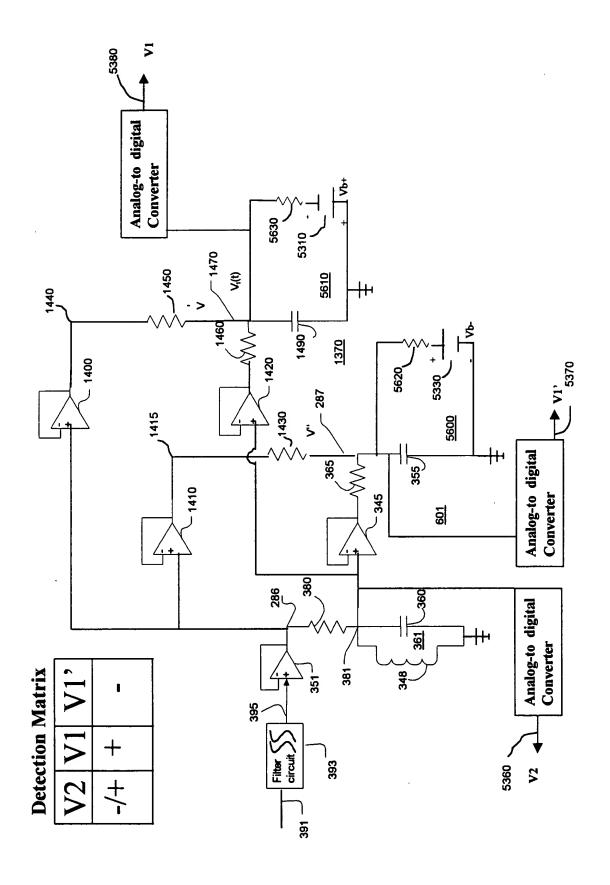


FIG. 48

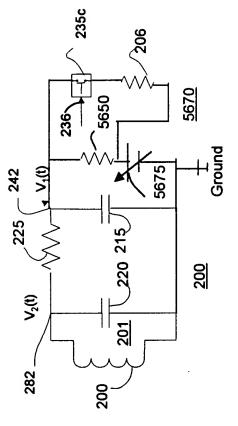


FIG. 49

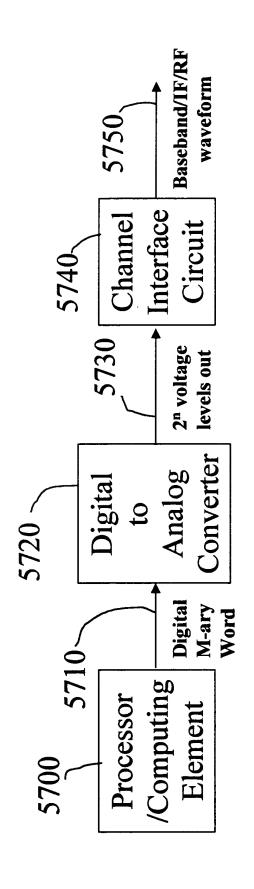


FIG. 50

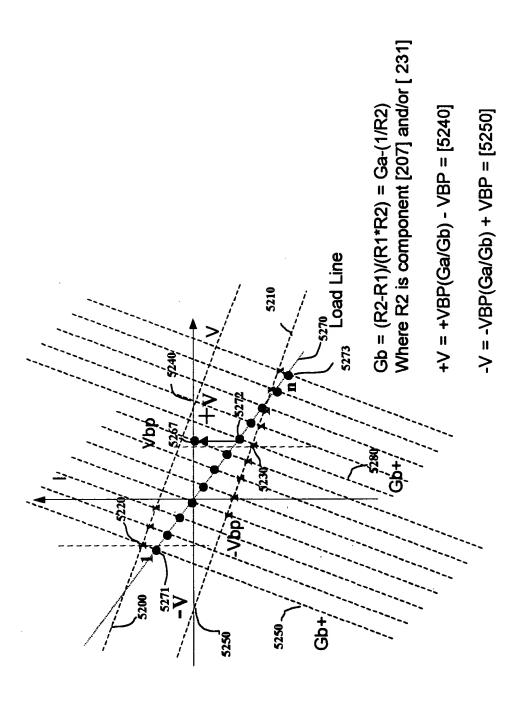
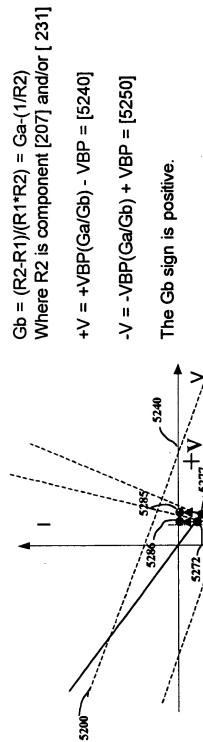


FIG. 51



s270 +Vbp Gb+ Cab Line The Gb sign is positive

FIG. 52